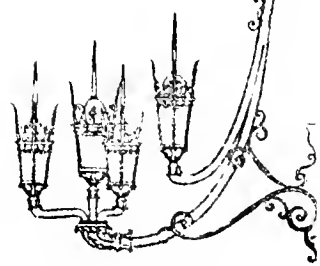
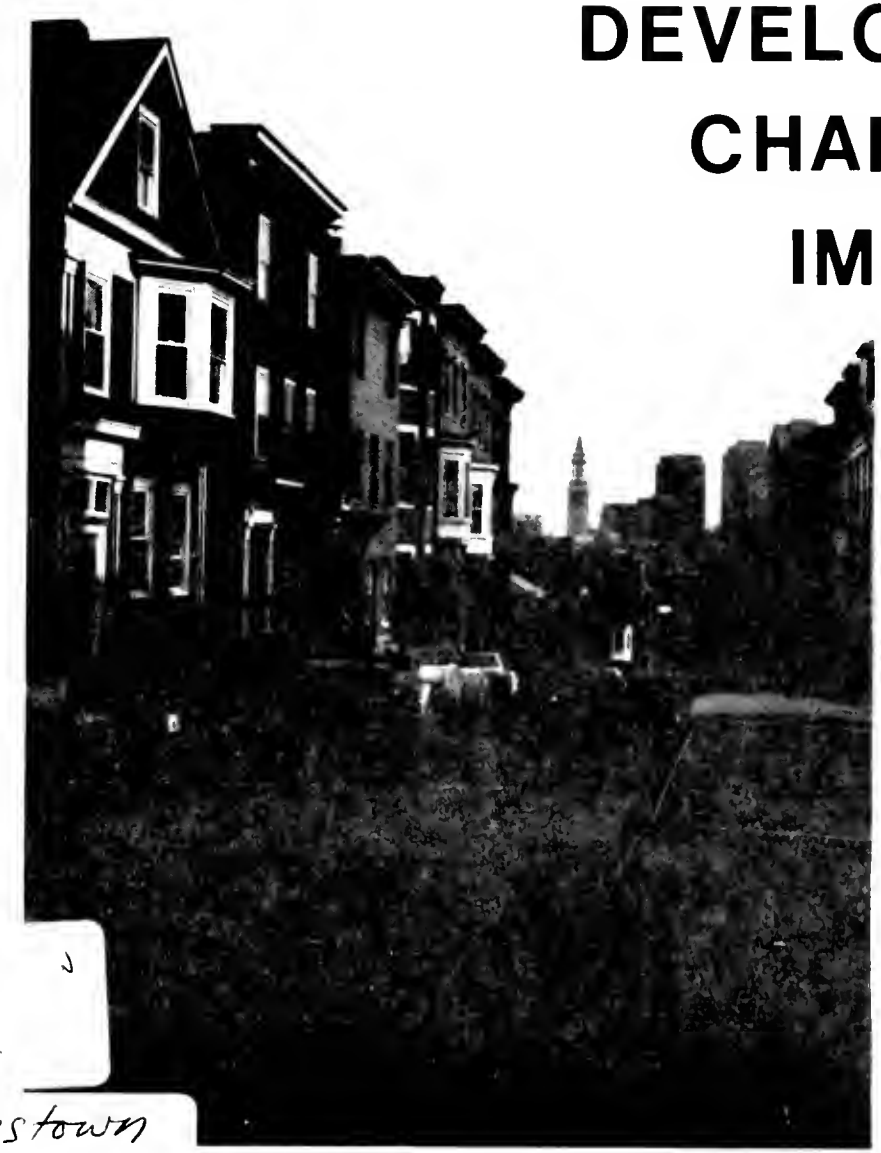


DEVELOPMENT IN CHARLESTOWN: IMPACTS ON TRAFFIC AND PARKING



TUFTS
UNIVERSITY

DEPARTMENT OF
URBAN AND ENVIRONMENTAL POLICY

MAY 1985

Development in Charlestown:

Impacts on Traffic and Parking

Prepared for the

Charlestown Citizens for Rational Development

by:

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EXECUTIVE SUMMARY

The residents of Charlestown are concerned. Development activity, both residential and commercial, is increasing, and residents are questioning what effects new development will have on their community, especially in terms of traffic and parking. Early in 1985, the Charlestown Citizens for Rational Development requested that a group of Tufts University students study conditions in Charlestown. Based on site visits and interviews with Charlestown residents, city officials, developers and realtors, this report assesses the problems relating to development in Charlestown. The report examines the nature and causes of the growth taking place, the impact of current and future development proposals on traffic and parking, and makes recommendations for action by the residents.

Parking Shortage

A shortage of parking exists in Charlestown. There are two main reasons for such a shortage: the lack of available space for the expanding population, and the commuters who leave their cars in Charlestown and either walk or take public transit into downtown Boston. The competition for space is intensified by the lack of enforcement of parking regulations in the neighborhood.

Six areas in Charlestown exhibit major parking problems at present, or might face such problems in the future. These are:

-City Square, which is used as a parking lot for people driving into downtown Boston;

-The Neck, also congested by the cars of commuters who try to park near the Sullivan Square Orange Line station;

-Thompson Square, the commercial center of Charlestown, which needs to provide long term parking for business employees, and also short-term parking to encourage people to patronize the stores and businesses located there;

-Monument Square, and its feeder streets, which is primarily a residential neighborhood, but which also requires some short term parking to enable tourists to visit the Bunker Hill monument;

-Austin Street, which is lined with parked cars. These cars narrow the street at its Rutherford Street intersection to one lane, thus slowing traffic and increasing congestion;

-Medford Street, which is not congested presently, but which could become congested should new businesses locate there without providing adequate on-site parking.

Traffic Congestion

Charlestown also has significant problems with traffic congestion. This is largely caused by commuters attempting to avoid the Central Artery and the Charles River Bridge. Smaller streets within Charlestown often feel the effects of these manuevers, including Chelsea, Warren, and Austin.

New Development

In addition to the current problems outlined above, new development in Charlestown threatens to exacerbate these concerns. The Tufts group examined each of the six proposals in order to determine what impacts each would have on parking and traffic. The projects are:

-The St. Mary's School, which is being turned into 120 units of elderly housing;

-The Courtyard Condominiums, where 82 units are being constructed on the old Boston Filter site;

-The Charlestown Crescent, which is to be developed for 75 condominium units, 18 apartments, and 17,000 square feet of retail and office space;

-Roughan Hall, which will be rehabilitated into office and retail space;

-The old Charlestown High School, which is being renovated into 44 apartments;

-The Schrafft's candy factory, which is being turned into offices and 'high-tech' manufacturing.

The impact of these developments on parking and traffic is not likely to be as significant as the residents initially feared. The St. Mary's elderly housing will not provide adequate parking, but the number of cars parking on the street as a result is expected to be small. The Charlestown Condominiums and the Charlestown Crescent projects both are providing garages which should be adequate for the resident parking required. Little off-street parking can be provided for customers and employees of the Roughan Hall and Charlestown Crescent commercial activities, who will mostly have to park on the streets surrounding City Square. The group notes that, if commuters are prevented from parking in this area, that many more spaces will be made available to customers and employees of the new businesses.

The new apartments in the old Charlestown High School will be provided with 40 parking spaces. This number should prove to be adequate, and little or not on-street parking by residents is expected.

Finally, the developer of the Schrafft's project will provide 800 parking spaces on the site. The group expects this number to be adequate, particularly given the proximity of the Sullivan Square MBTA station.

Impact on Traffic

The impact of new developments on traffic conditions in Charlestown can be calculated by estimating the number of vehicle trips which would be generated by the new projects. The group determined that the total number of trips per day made by residents in the new City Square area condominiums and apartments could reach 1,286. In addition, the apartments in the old high school would generate 268 trips per day. A completely accurate estimate of the number of trips per day which would be generated by the new retail and office development is not possible, but could range from a low of 196 to 9,818. Finally, the employees of businesses in the Schrafft's building would make an estimated 7,000 trips per day. Given the building's location on the outskirts of Charlestown, the project should not have a significant impact on smaller streets within the neighborhood.

Future Issues

Two additional issues which could affect Charlestown in the future are trends in real estate, and also vacant land parcels which could be developed in the coming years.

As residents are aware, real estate in Charlestown has increased tremendously in popularity and price in the last few years. This is likely to have a number of impacts

on the community, including an influx of new and more affluent people, an increase of condominium conversions, an increase of density, and rising property taxes.

Of these possible impacts on Charlestown, the most important are the increase of density and the larger numbers of condominiums. The high cost of real estate will likely induce people who purchase buildings to make more units out of them then presently exist, and to make them into condominiums, rather than apartments. The result of this increase in density could very well be more cars, as more households move into the one square mile area of Charlestown. The effects of this increased density over the long run are likely to be more noticable than those of the large projects now under construction.

Another potential problem which Charlestown residents must prepare for is the large vacant land parcels which exist in the community. Most of these parcels are located on the perimeter of the community; on Rutherford Avenue, Terminal Street, and Chelsea Street, so residents need not fear large commercial or industrial developments springing up in the midst of residential neighborhoods. However, unless any new projects are strictly controlled, and adequate off-street parking is provided, large new industrial or commercial projects could have an enormous impact on the community. While this is currently not a significant problem, the increasing value of land so close to Boston will likely result in increased development pressure, and a need for monitoring and control on the part of the Charlestown community.

Recommendations

This analysis of existing and future problems in Charlestown leads to the following recommendations:

1.) Develop a close working relationship with the Boston Traffic and Parking Commission in order to ensure enforcement of traffic restrictions. Without strict enforcement, such restrictions will be ineffective.

2.) A Residential Parking Permit Program, particularly in the City Square, Monument Square, and Neck areas. This will not solve all the problems, but will reduce the amount of commuter parking and will free up needed curb spaces for residents and shoppers.

3.) The placement of parking meters around Roughan Hall and in Thompson Square to encourage short term parking and quick turnover.

4.) The placement of parking meters on the inside of Monument Square, around the monument, so as to provide short term, daytime parking for tourists. At night, this would be available for residents.

5.) The placement of "No Parking" signs on Austin Street between Rutherford Avenue and the shopping center exit (the length of the median strip) to open up a right turn land currently blocked by parked cars.

6.) Closer scrutiny of the Boston zoning standards, as is currently being done, with an emphasis on stronger parking requirements.

7.) Develop a closer working relationship with the Boston Redevelopment Authority, to strengthen Charlestown's negotiating position and to ensure that the community plays a role in decision-making on projects to be located within Charlestown.

8.) Further study of reversing the one-way traffic flow on Monument Avenue to discourage truck traffic.

In order for Charlestown residents to maximize the benefits and limit the negative impacts of development-related changes, they need to work together and work with city officials to guide development. In addition, active involvement by the community is needed to ensure that zoning standards are upheld and not exceeded, and that new parking regulations which are imposed are enforced. With these efforts, Charlestown's growth and changes can have a positive outcome for the residents.

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SECTION 1:

Introduction

CURRENT TRENDS

Residents of Charlestown have witnessed a great deal of change during the past 10 to 15 years. Major employers such as Revere Sugar, the Navy Yard and Schrafft's candy factory closed down, reducing local employment for residents. Now the latter two facilities are reopening, with very different types of uses than previously. The appearance of the neighborhood is changing, due to new construction, the renovation of older buildings, and the removal of the old Elevated structure. Also, the redesign of City Square, in conjunction with work on the Central Artery, will radically alter the appearance of the area. Perhaps most importantly, the population of Charlestown has been changing, and will continue to change as more and more people who are attracted to a city lifestyle discover this community.

Residents who have observed the changes over the past few years are expressing concerns about what will become of their community in the future, and rightly so. Charlestown citizens are wise to question the growth trends and the underlying causes for the changes taking place. Change is never totally positive nor totally negative, and residents of Charlestown should remain observant of the transition occuring and of its impacts on the community. Being well-informed will enable residents to enjoy the benefits of change, and at the same time, will help them work together to lessen the negative impacts which inevitably occur.

The 'discovery' of Charlestown, and the increasing value of its real estate, is part of a national trend of moving back to the cities. Lifestyles have been changing since the 1970's. Younger people are less likely to gravitate to the suburbs as they did a generation ago to start a family; instead, two-career couples postpone having children and are more drawn to a brief walk into the Financial District in the morning than they are to a yard large enough for a swing set. Also, the energy crisis of the mid-1970's and the high cost of gasoline have made many people reconsider the long commute into the city. In short, while the 1950's and 1960's were characterized by a flow of people out of the cities, the 1970's and 1980's are seeing a reversal of that trend.

In addition to the increased desire to live in a neighborhood as close to the city as Charlestown, interest in locating businesses here is growing as well. As downtown Boston fills up, with little available space remaining for new buildings and cars, an area such as Charlestown is likely to attract new industrial and office uses. However, the strength of the residential market, and the growing desirability of Charlestown as a place to live, will likely prevent any industrial or office uses from locating in the center of the community, but large parcels of vacant land on the outskirts are apt to become increasingly desirable.

Much of what is taking place in Charlestown is positive, and residents have a right to feel proud of their community's rebirth, and excited by what is taking place. Overgrown, trash-filled vacant lots are finally being put to use, and empty, boarded-up buildings are being renovated or torn down to be replaced with new buildings. Homes are being fixed up; building permits and scaffolding are visible everywhere, and property values are rising. People are investing in the community, the work being done is of high quality, and the area is becoming increasingly attractive.

However, not all of the effects of the increasing popularity of Charlestown are positive. While the increased property values benefit those who wish to renovate or sell their homes, people on fixed incomes find it increasingly difficult to pay the higher property taxes which result. Some find that they have to sell their

homes and move elsewhere, which speeds the process of change in a neighborhood, and makes it less stable. With the rising costs of real estate, people find that they cannot afford to rent out units in their buildings, but must convert the buildings into condominiums in order to gain a return on their investment. Therefore, it will become more and more difficult, especially for middle income residents, to find rental housing in Charlestown. People whose families have lived in Charlestown for generations may no longer be able to afford to live here.

The high price of real estate also induces many owners to convert a building which once contained one or two apartments into a building with three or four. This will increase the density of the community, as there will be more people living in the same land area. This, in turn, leads to other problems; traffic will worsen in the long run, and it will become harder, in time, to find a parking space on one's street, let alone in front of one's house.

So, it can be seen that the increased desirability of Charlestown is something of a mixed blessing, as the community will become even more urban in nature. This trend toward a higher density community is likely to continue for the foreseeable future. The residents will not likely be able to prevent this trend from continuing, but by organizing and working together, they should be able to have more of a voice in what takes place, and to direct new development to meet their needs, rather than simply to be affected by this development.

The Charlestown Citizens for Rational Development was formed over a year ago to do just that; to provide an articulate voice for the neighborhood so that the residents of Charlestown can be more involved in the development process, by working with developers and with the Boston Redevelopment Authority. It is their desire, through this document, to inform Charlestown residents of the potential problems facing the community in the next few years, so that they will be better able to plan for the growth and changes which are anticipated.

Monument Square

METHODS

The Study

This report is an analysis of the traffic and parking problems in Charlestown, a neighborhood of Boston, Massachusetts. Prepared by the Tufts Study Group, a team of three graduate students from Tufts University's Department of Urban and Environmental Policy, the report is the result of three months of study of Charlestown's traffic and parking patterns, the causes of the neighborhood's traffic and parking problems, and the options available to neighborhood residents toward resolving them. The study was undertaken on behalf of the Charlestown Citizens for Rational Development, a neighborhood community group.

It was the intention of the Tufts Study Group to make the problems of traffic and parking in Charlestown clearer to the average resident and demonstrate their significance to the future of the neighborhood's character. It is the Group's desire to provide feasible recommendations for the community to use in protecting its interests which we perceive as maintaining a residential neighborhood free of excessive traffic and parking congestion. It is therefore in the community's interest to monitor new development that could bear on those problems that exist.

Assumptions

One assumption of this report is that parking and traffic problems cause stress in a neighborhood and lead to dissatisfaction with community life. A second assumption is that residents of a community have a right to voice their objections to what they consider an undesirable living environment and to pursue positive changes that result in greater satisfaction with their neighborhood. A third assumption is that current problems are the result of those events and circumstances that lead up to the present. Similarly, future problems develop out of events and decisions of the present. This report has therefore emphasized trends from the past to the present and projections of the probable impacts of today's situation on forming the Charlestown of tomorrow.

Scope

It was necessary for the Tufts Study Group to narrow the scope of the study to those traffic and parking problems in Charlestown proper. A shortage of time precluded all but passing references to the Navy Yard and to the planned depression of the Central Artery (converting it to an underground thruway). Limitations of available information, such as extensive data on car ownership and registration, building improvements, and parking analyses in the Charlestown neighborhood, increases the margin of error of our projections. We were therefore forced to make them as conservative as possible.

Contents

This report, then, provides an analysis of the traffic and parking problems facing Charlestown, including the causes and effects of these problems and topics about which Charlestown residents should be concerned in the present and near future. Specifically, the first section addresses the specifics of the traffic and parking problems in Charlestown and points out areas where there is a need for enforcement of existing traffic and parking standards and the need for implementation of new policies by the Boston Traffic and Parking Commission (BTPC).

The second section examines the impact of new construction, imminent or already underway, on Charlestown's traffic flows and parking demand. The third section, meanwhile, covers the combined effects on parking demand and traffic congestion of condominium conversion, the subdivision of single-family dwellings to multiple units, and the addition of units to already multi-family dwellings. The inevitable increase in automobiles will lead to increased parking demand and traffic congestion in Charlestown.

The fourth section addresses the potential impact of the development of vacant land parcels for residential, commercial, or industrial uses on traffic and parking -- how a lack of careful monitoring of the uses of land parcels may enable development to accidentally exacerbate what problems already exist in the neighborhood.

Concluding the report is a section with recommendations for the Charlestown residents, or anyone who reads this report, to use in achieving public policies that suit the attainment of neighborhood goals.

Method and Purpose

The Tufts Study Group prepared this study through several data collection methods. The most important method employed was that of interviewing those individuals considered key actors in Charlestown affairs. Such individuals include both long-time and recently-arrived Charlestown residents, a City of Boston political figure and an elected representative, who are responsible for Charlestown community affairs, officials of the Boston Redevelopment Authority (BRA) and the BTPC, a traffic planner with TAMS Associates, a transportation consulting firm, and a real estate broker and a developer, both of whom deal with Charlestown property.

A network of contacts developed from these interviews which led to further interviews, all as part of the information gathering process. Much of the qualitative data obtained through these interviews was by nature subjective, but the Tufts Study Group compiled, analyzed, and processed it so as to present information suitable for use by residents of Charlestown especially, and anyone actively interested in traffic and parking in the neighborhood.

A second form of data is that obtained from published research and from studies undertaken by the Boston Traffic and Parking Commission, the Central Transportation Planning staff, and by the Tufts Study Group. Studies by the latter include traffic flows and parking counts of those areas of Charlestown generally considered most important by interviewees, and parking space requirements per type of use of land parcels.

It is the intent of the Tufts Study Group to provide an initiatory, but reasonably comprehensive inquiry into the traffic and parking situation of Charlestown to increase awareness and to provide a springboard for community action towards addressing extant problems. It is the hope of the Tufts Study Group that the nature of these problems is revealed as multi-faceted but not so complex as to appear insoluble: community efforts to address traffic and parking will likely succeed if tackled in a logical, organized, and persevering manner, and with reasonable expectations of the time it takes to achieve community goals.

SECTION 2:

Issues Facing Charlestown

COMMUTER TRAFFIC IN CHARLESTOWN

Commuter Patterns

There is a consensus in the Charlestown community that suburban commuters entering and exiting Boston have negative effects on traffic flows in the area, particularly around City Square. Even the most casual observer cannot help but notice the heavy morning and evening congestion on Charlestown's side and arterial streets, largely the result of the commuter flow.

Many of Charlestown's streets are unable to handle such large flows of traffic, resulting in roads nearing or exceeding their capacity levels. The commuter flow not only puts physical pressures on the area's streets, but also provides a continual irritant to those who live and work in the Charlestown community.

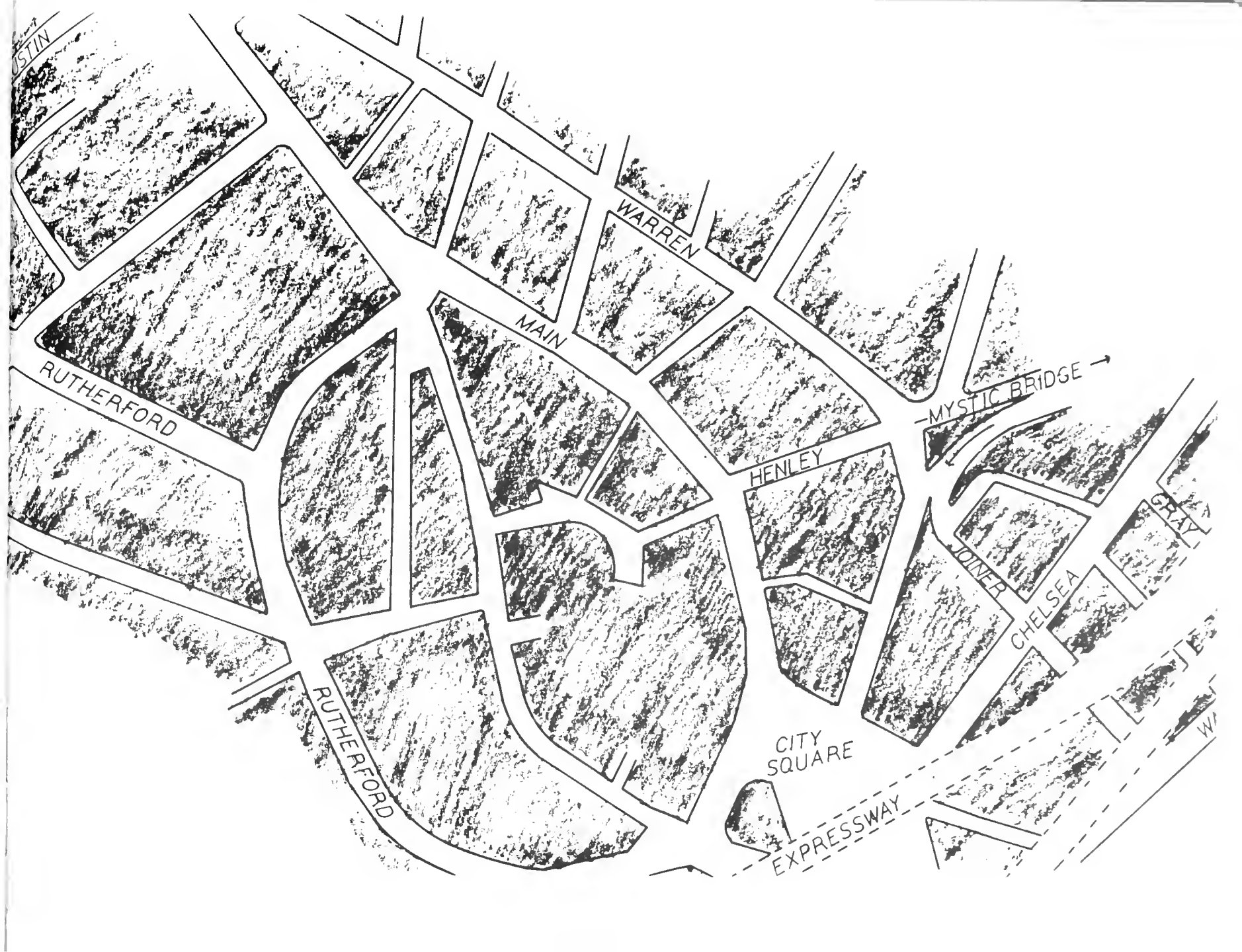
To avoid the heavy congestion of the Central Artery and the Charles River Bridge, suburban commuters consider Charlestown's peripheral and interior residential roads to be means of easier access to and from Boston's downtown. These commuters making the connection between either I-93 and Boston, or the Mystic Bridge and Boston all concentrate largely around City Square, thus creating heavy congestion.

Looking first at the Mystic Bridge-Boston connection, the morning peak flow (7-9 A.M.) invades Charlestown via Henley and Main Streets, and even Harvard Street. The outbound or evening traffic flow is less intrusive on Charlestown, concentrating on the Chelsea Street to Mystic Bridge on-ramp route. Both the A.M. and P.M. Mystic Bridge flows are generally kept on the periphery of Charlestown, yet they create heavy congestion around the City Square area.

The second major commuter flow, I-93 to and from Boston uses largely Rutherford Avenue to access Charlestown Bridge, or continuing on I-93 to the Route 1 exit and using Grey Street, Jones Street, or Water Street to Charlestown Bridge (A.M. flow). While the P.M. flow continues to use primarily Rutherford Avenue to exit Boston, many use the Park Street on-ramp as it offers quicker access to I-93.

The traffic coming from Cambridge into Boston via the Mystic Bridge intrudes the most into Charlestown. The Cambridge commuters taking I-93 largely use Rutherford Avenue, thus little affecting the heart of Charlestown. However, the Mystic Bridge commuters directly traverse Charlestown, encroaching into the residential streets. Much of the morning flow enters City Square not via the peripheral roads such as Rutherford Avenue or Front Street, but via Warren and Austin Streets.

Commuter traffic and parking in City Square


STIN
WARREN
MAIN
RUTHERFORD
MYSTIC BRIDGE →
HENLEY
JOINER
CHELSEA
GRAY
RUTHERFORD
CITY
SQUARE
EXPRESSWAY

Effects of Commuters on Local Traffic

What are the results of the heavy commuter flows through Charlestown? The Central Transportation Planning Staff cites three classifications of traffic arteries with the accompanying capacity levels for each:

Freeway- 2000 Vehicles Per Hour Per Lane

Arterial Street- 1000 Vehicles Per Hour Per Lane

Side Street- 500 Vehicles Per Hour Per Lane

These numbers represent full capacity levels for the mentioned type of streets. Any streets which approach this capacity figure should be seen as exhibiting problems in traffic flow. Such streets as Rutherford or Chelsea in Charlestown are considered arterial streets. Studies done by CTPS show Rutherford Avenue having 500 vehicles per hour per lane (A.M. traffic) thus only at a 50 percent capacity. From this study, it appears Rutherford Avenue has the ability to handle its existing traffic flow.

Chelsea Street, on the other hand, was found to have 1000 vehicles per hour per lane, thus at 100 percent capacity. This is a significant problem, and with the unprecedented development growth in Charlestown and downtown Boston, careful attention must be given to this congested street.

Some of the side streets, particularly those used by the Cambridge-Mystic Bridge River Bridge commuters, such as Warren street, were found to be at 60 percent capacity. Austin Street had a rate of 550 vehicles per hour per lane, exceeding its capacity by 10 percent. Clearly, these streets are approaching, or exceeding their capacity levels largely as a result of the heavy flow of commuters.

Excessive traffic on small local streets such as Monument Avenue is undesirable.

Local heavy truck traffic is adding to problems in Charlestown as well. Many trucks, exiting from Route 1 find small residential roads such as Monument Avenue as means of easier access to the larger Bunker Hill and Medford Streets. These narrow residential roads were not built to handle such traffic. In addition, the truck traffic endangers the safety of the children playing on these roads. Changing the direction of traffic flow on such roads as Monument Avenue one-way, in a downward direction to Main Street, would redirect heavy truck traffic to Chelsea Street which is better able to handle this flow.

A more comprehensive study made by professional planning experts should be undertaken to examine Charlestown's traffic problems. The Boston Traffic and Parking Commission (BTPC) has conducted turning movement counts at major intersections in the area. These counts record the number of vehicles coming into an intersection from the feeding streets. Such data can be used to create a space-gap analysis, giving such information as the length of time a pedestrian must wait to cross the street, or the likelihood and length of time a vehicle will be stopped due to traffic congestion.

These turning movement counts, along with the raw traffic counts obtained from CTPS can serve as valuable instruments in evaluating the traffic problems in the area. Again, consultation with a professional transportation planner is advised.

PARKING ISSUES

A parking shortage exists in Charlestown created by pressures both from within and from external sources. Due to Charlestown's close proximity to downtown Boston, commuters and other non-Charlestown residents find the neighborhood an attractive place to park. In addition, the expanding population and increasing development projects within Charlestown further constrict the availability of parking.

A 1983 Boston Globe study found that 94 percent of the downtown parking spaces were occupied daily, at an average rate of $8.00 per space per hour. The recent office development downtown has occurred with virtually no addition to the public parking supply. With such factors as these, the commuter is hard pressed to find a vacant, affordable parking space.

The commuter finds such spaces in Charlestown's City Square area. Local developer James Adams conducted a license plate survey of cars parked along Main to Winthrop, and Park to Winthrop (at 9:15 A.M.) and found that 84 percent of the vehicles were owned by non-Charlestown residents. The same survey taken only fifteen minutes later, at 9:30 A.M. showed an increase of four percentage points (see Appendix 1).

The spatial limitations of Charlestown, combined with the new condominium development further exacerbates the parking situation. No clear parking restrictions, guidelines, or enforcement procedures seem to exist in Charlestown, thus leading to an uncontrolled competition between the different users for the limited parking spaces.

Parking Problem Areas and Recommendations

The Tufts Study Group has selected six areas as exhibiting major or potential parking problems, and are representative of the problem at large:

1) City Square: The Square and its feeder streets have become virtual parking lots for persons going into downtown Boston. Very limited parking restrictions presently exist. With the residential and office development occurring in the Square within the next year (at Roughan Hall and the Tontine Crescent), this problem can only worsen if present lax parking regulations continue.

   Two kinds of parking regulation measures can be enforced in the City Square area. First, the use of short-term parking meters in the Square itself will prevent commuter parking, thus increasing parking turnover and allowing more people access to these limited spaces. The resulting increase in parking space availability will be advantageous to the existing and proposed businesses in the Square. A resident permit parking program (RPPP) can be used on the feeder streets of City Square. Implementation of the RPPP will prohibit commuter parking, thus reserving spaces for the residents of Charlestown.

2) Sullivan Station (The Neck): This area is also plagued by commuter parking. A license plate survey of vehicles parked in the area (also conducted by the BTPC) revealed that 89 percent were non-Charlestown residents. Again, posting "Resident Permit Parking Only" signs will open up the parking spaces for the neighboring residents, as well as reduce traffic in the Neck (due to fewer commuters searching for parking).

3) Thompson Square: The major problem here is not one of commuter parking, but one of providing enough spaces for those using the Square. Because


RUTHERFORD
PRESCOTT
WASHINGTON
STREET
HARVARD SQUARE
HENLEY
JOHN
HARVARD
MALL
HARVARD SQ
STREET
HARVARD PL
ROUGHAN RD
PARK
STREET
JONER
CHELSEA
CALL
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GRAY
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WATER
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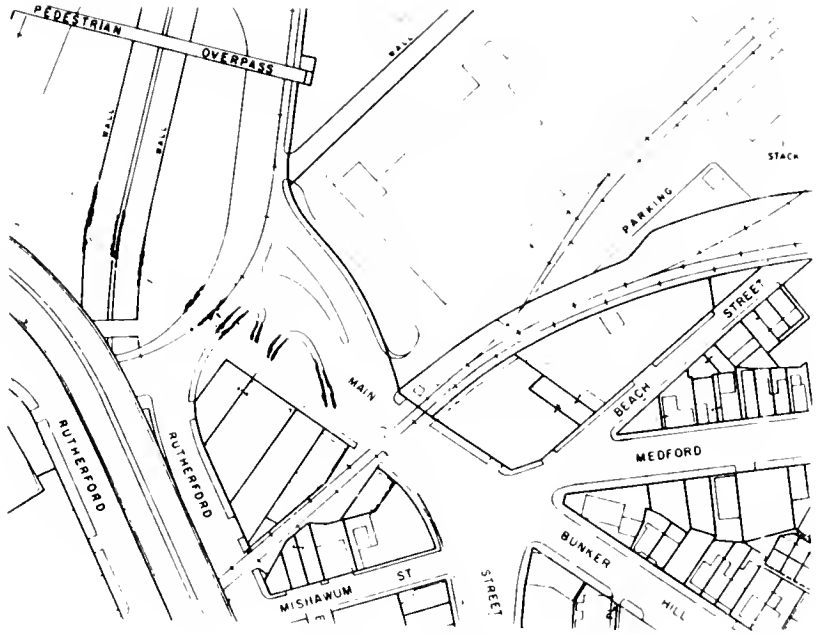
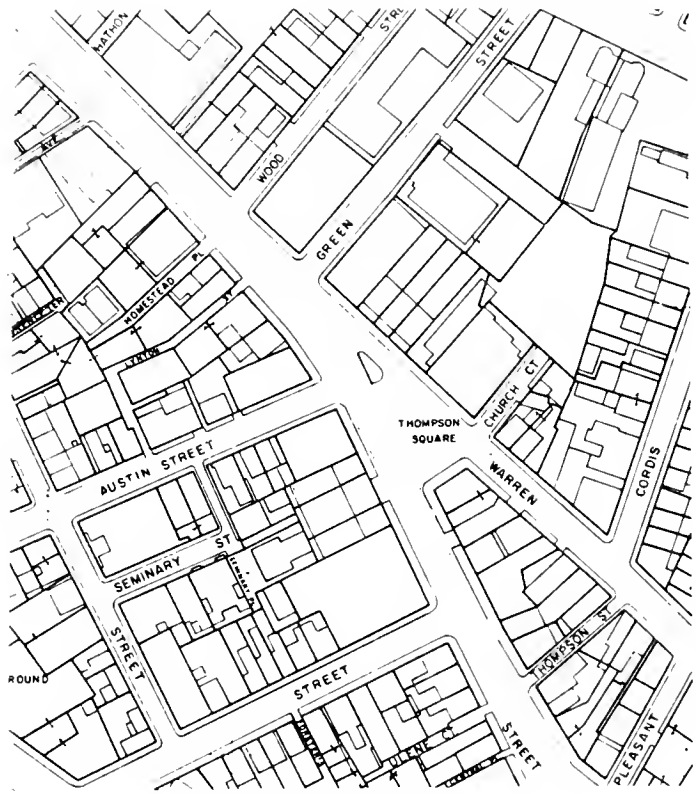
CITY SQUARE



SULLIVAN SQUARE



THOMPSON SQUARE

AUSTIN STREET

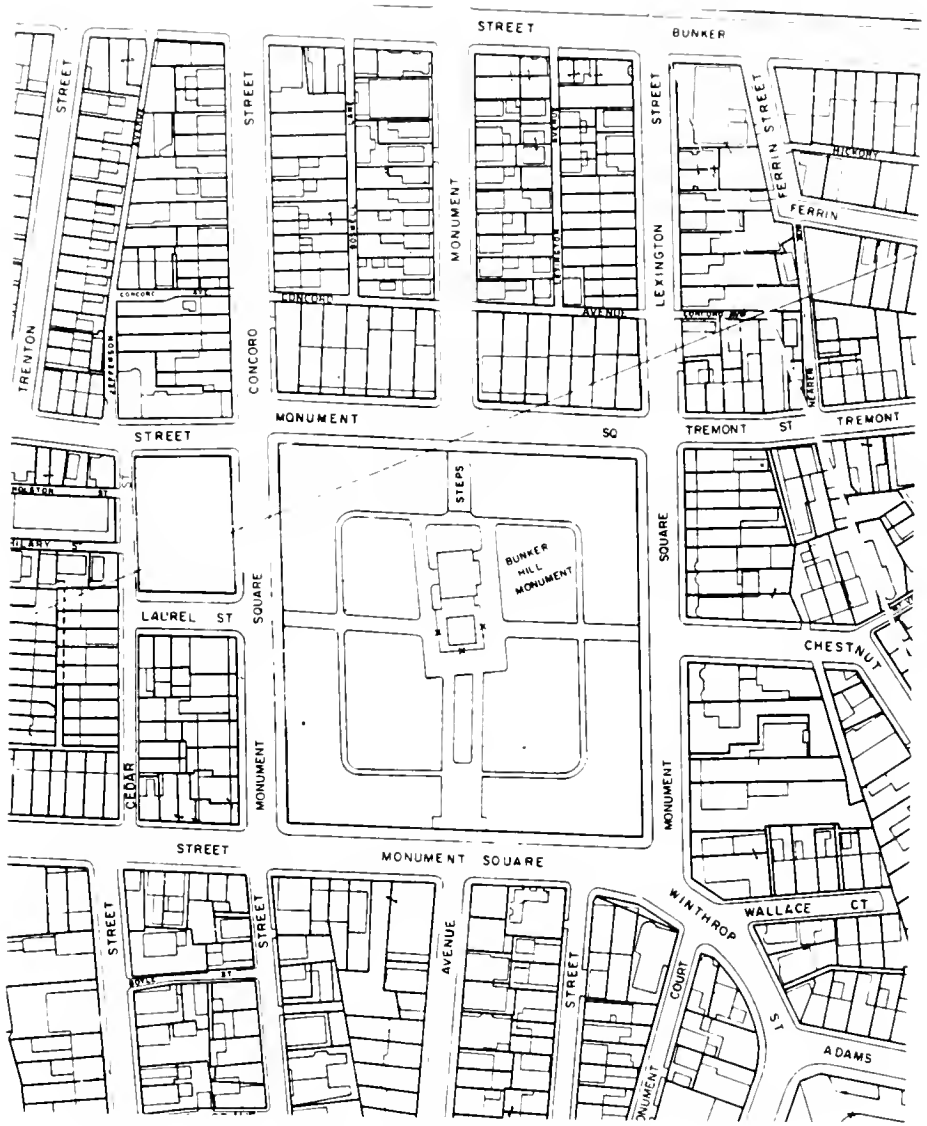
Thompson Square serves as one of the economic centers of Charlestown, dominated by office and retail functions, it is necessary to provide short-term parking for the customers. Allowing long term parking, whether for residents or commuters in Thompson Square would prohibit customers from parking, thus serving as a detriment to the Square's businesses. Of course, long-term off-street parking is needed for employees of businesses within Thompson Square area yet all on-street parking should be reserved for high turnover rate spaces. With this in mind, the installation of short term parking meters seems most effective in providing the necessary turnover of parking spaces.

4) Monument Square (and feeder streets): Monument Square is primarily a residential sector of Charlestown, within which lies the Bunker Hill Monument, a federal landmark and large tourist attraction. The problem is largely one of supplying enough spaces for the residents, while making parking available for the tourists. Space is severely limited in this area, and an effort should be made to restrict parking for use only by the residents and the limited tourist flow. The redevelopment of the old Charlestown high school will not exacerbate this parking problem as adequate parking is being provided.

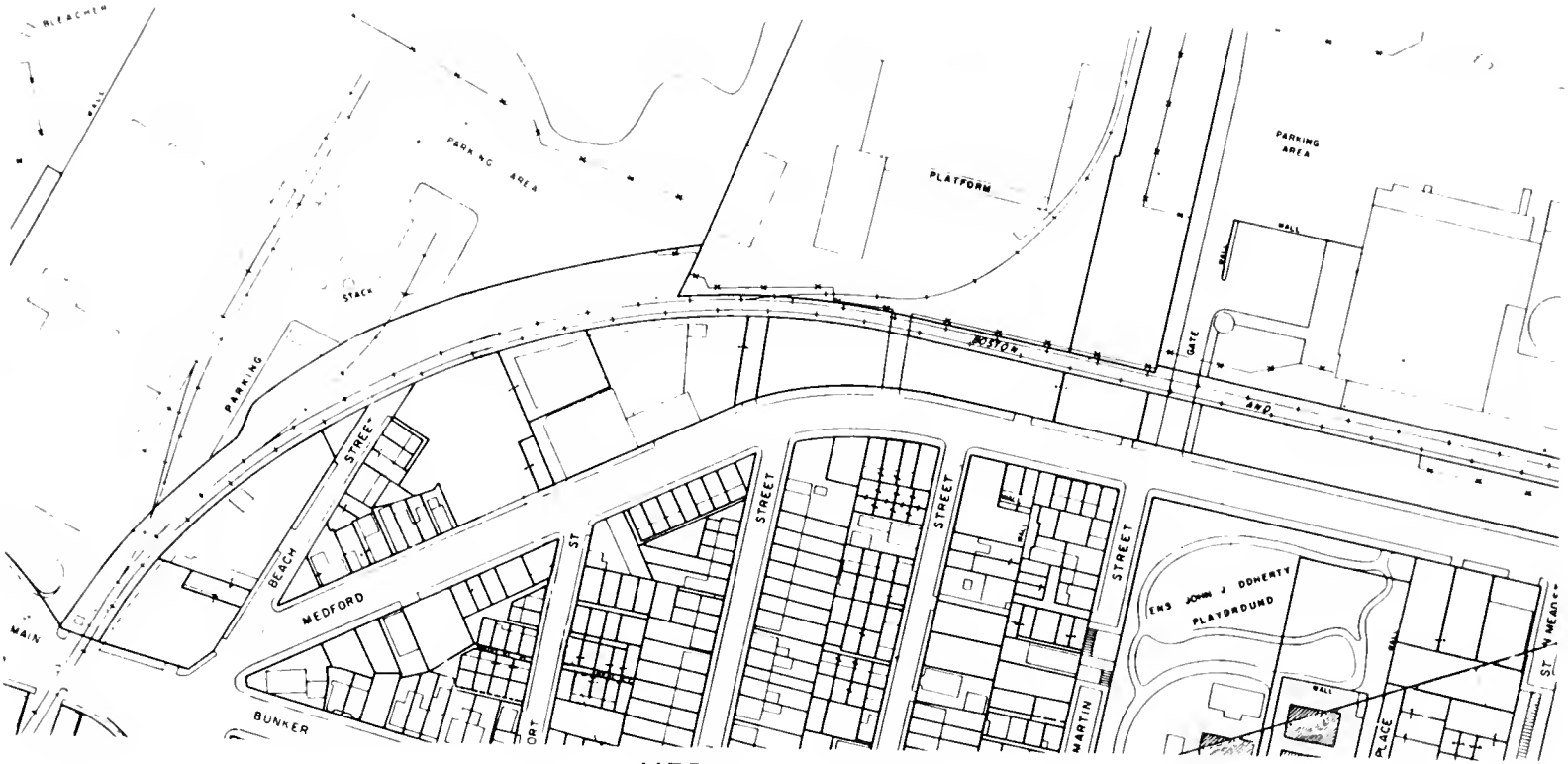
What is ideally needed is the creation of new spaces in Monument Square and its feeder streets, yet this is for all practical purposes impossible. The alternative is to free up existing spaces through the implementation of a residential permit parking program. It is necessary to reserve spaces for the tourists; to meet their needs, we recommend posting a two hour limit around the inside ring of the Square itself. This will allow the tourists time to view the landmark, yet prohibit all long-term parking (i.e. by commuters). The outside ring of the Square should be reserved for residents.

5) Austin Street: Austin Street, bordering the shopping center, serves as a primary artery into the heart of Charlestown. It is used by both residents and commuters for parking, thus providing both long and short term parking. The real problem is not who is parking here, but where they are parking. Presently, parking is allowed right up to the intersection of Austin and Rutherford Avenue. Because of the traffic island on Austin (where Austin meets Rutherford) combined with the parking along the curb, the intersection is narrowed to two lanes of traffic each way. Allowing parking opposite the traffic island thus creates a bottleneck, resulting in congestion along the entire length of Austin during peak traffic hours. The Tufts Study Group recommends that parking be allowed on Austin Street as it now exists with the exception of no parking from Rutherford to the end of the traffic island, thus allowing a right turn lane and speeding up the flow of morning and evening rush hour traffic.

6) Medford Street: The issue here is not present parking conditions, but rather those that may occur in the future with the development of the empty sugar factories and the Schrafft's candy factory conversion, all located along Medford Street. Due to the large square footage of these buildings, any re-use will create a large demand for parking. We urge that the developers of these structures be required to provide adequate on-site parking for their developments, thus reserving parking on Medford Street for Charlestown residents and customers.



MONUMENT SQUARE



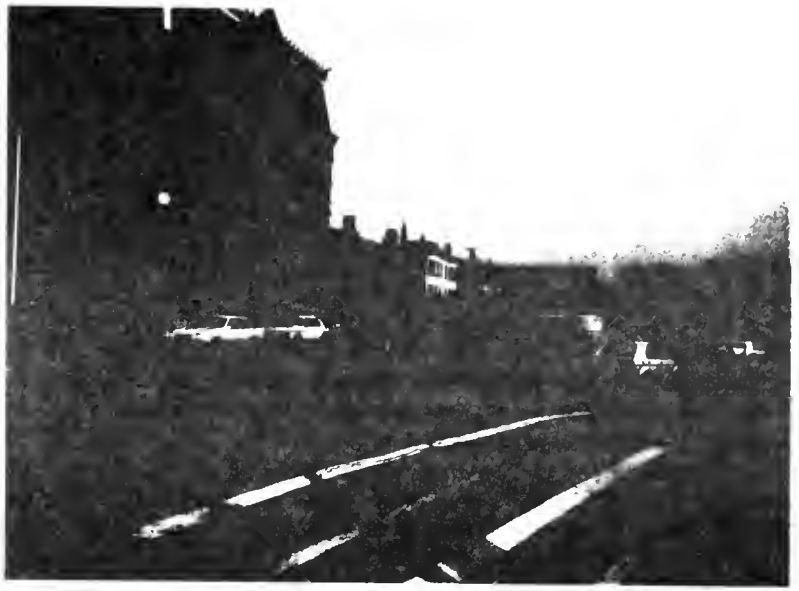
MEDFORD STREET

The Residential Permit Parking Program

The residential permit parking program is an important part of our recommendation proposal. By no means can it completely solve all parking problems, but it can greatly relieve pressure. This program has been instituted in many communities around the Boston area, and has met with much success. Not only can it reduce parking shortages, but traffic flows may be reduced; Cambridge found an 18 percent decrease in traffic after the implementation of their program.

The RPPP will require all parkers in the areas where the program is enforced to register their cars with the local parking and traffic authority, in this case the BTPC, in order to park free of charge (or free from ticketing). The result will be that all cars not registered will have to park in spaces designated for visitor parking, park elsewhere, or have a vistor's pass from a registered resident.

The initiative for creating a residential permit parking program must come from the residents of Charlestown. Working with the BTPC, a workable program can be constructed, one that is flexible so as to allow parking for residents, visitors, and business customers. In addition, for such a program to be successful, strict enforcement by the BTPC must be guaranteed. Existing policies that should be followed are no double parking, no parking at bus stops, in front of fire hydrants, in handicapped parking spaces, or on both sides of a street too narrow to accomodate fire trucks as well as parked cars. At the present time, the parking regulations that do exist in the area are not strongly enforced. The residential permit parking program, and the short term meters will be rendered useless without this enforcement. The BTPC should be pressured by the Charlestown community to ensure that the parking program is adhered to and that violations are properly dealt with.



Thompson Square: a commercial center in need of short-term parking.

CURRENT AND PLANNED DEVELOPMENT

Impact on Parking

Within the next year, Charlestown will be facing an unprecedented level of development, particularly in the neighborhood between Thompson Square and City Square. Four projects in this area are either under construction or are scheduled to begin within the next few months. The sites are the old St. Mary's school, the former Boston Filter site, Tontine Crescent and Roughan Hall. In addition to these four sites, the Tufts Group looked closely at the Schrafft's project and at the old Charlestown High School renovation in order to present a complete picture of current development. Each project will be discussed separately and its impact on parking and on traffic flows will be addressed.

Charlestown residents are concerned about the effect of these projects on parking and traffic conditions, which are already perceived as limited and congested. These concerns are particularly strong for the City Square area, which will change greatly in the next two years.

Parking problems in the City Square area are largely caused by commuters. James Adams, the developer of Charlestown Crescent, did a license plate survey to determine how many of the cars parking in this neighborhood during the day belonged to Charlestown residents and how many were likely to be commuters' cars. The survey of the neighborhood showed that up to 84% of the cars parked in the City Square area were owned by non-residents. If commuter parking is eliminated, approximately 118 on-street parking spaces can be made available for the development projects discussed below.

St. Mary's School

The renovation of the old St. Mary's school in order to provide 120 units of new elderly housing has caused considerable concern among area residents due to the fact that only nine parking spaces are to be provided. In fact, there will indeed be a parking shortfall for this project, but much smaller than would normally be the case with regular apartments. The Zoning Code of the City of Boston requires that an elderly housing project provide 0.2 parking spaces for each dwelling unit. If this standard were adhered to, 24 parking spaces would be needed. Therefore, a shortfall of 15 parking spaces can be expected for this development, not counting visitors and employees. There is, then, likely to be a noticeable impact from this project.

Courtyard Condominiums

The Paramount Development Corporation is developing 82 condominiums on the old Boston Filter site. This project will provide its own underground parking garage with approximately 90 spaces. The Zoning Code requires between 74 and 82 spaces for such a project, so the group does not expect that a parking shortfall will take place.

Charlestown Crescent

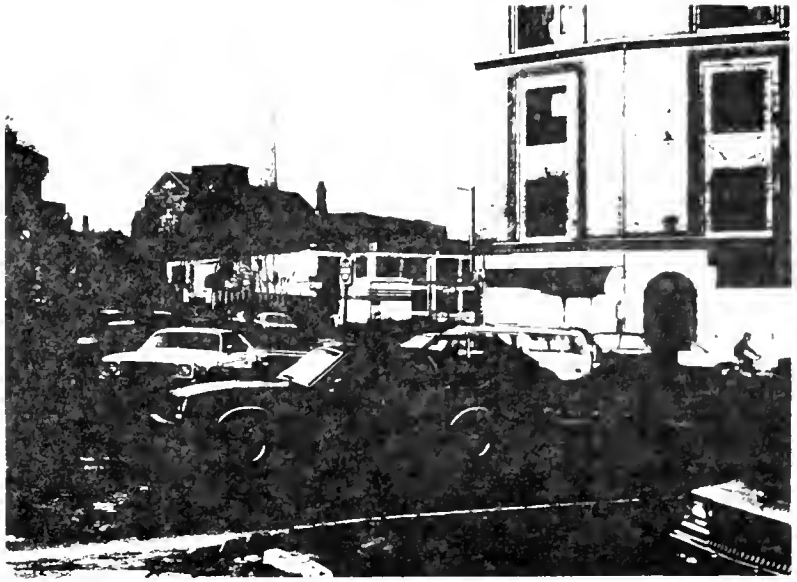
Developer James Adams of Tontine Crescent Associates, Inc. has recently received final designation from the Boston Redevelopment Authority for the development of the Tontine Crescent, which will consist of 75 condominium units, 18 apartment units, and 17,000 square feet of office and retail space. Parking will be provided in the renovated English's garage for up to 80 cars. According to the Boston Zoning Code, 68 parking spaces would be needed for the residential units, so the

developer is providing a surplus of parking over the legal standard. The group anticipates minimal on-street parking by residents of this project. It is difficult to determine how many parking spaces will be needed for the retail and office uses, as the standards vary according to the density of the development and what type of store or office is located there. Using recommended minimum standards set forth in the Institute of Transportation Engineers' Transportation and Traffic Engineering Handbook, the group estimates that between 56-68 spaces would be needed.

Roughan Hall

H.J. Davis of Brookline is renovating Roughan Hall, which has stood vacant for years, into offices for a Boston software company, as well as some retail space. No new off-street parking is being provided, but 30 spaces are to be leased between 8:30 A.M. and 5:30 P.M. from the Charlestown Crescent garage. The exact impact of the Roughan Hall project cannot be stated, as insufficient information exists as to how many people will work there, or for the density of the building. Based on the minimum standards set forth by the Institute of Transportation Engineers, the group estimates that 99 parking spaces will be needed. It is clear that the 30 leased spaces will not be adequate. A vacant lot at the corner of Park and Joiner Streets now used for tourist parking could take some of the overflow, thereby leaving the available on-street parking for short-term parking for retail and small offices uses.

These small stores and offices, part of both the Roughan Hall and the Charlestown Crescent projects, should be encouraged by the availability of short-term, on-street parking. The group notes again that it is not possible at present to calculate exactly how many spaces will be needed for stores and offices. In order to calculate the number of cars resulting from such a



Roughan Hall, Charlestown Crescent, and St. Mary's School: three developments demonstrate renewed interest in City Square area.

development, one needs to know the exact type of stores, as for example, a food or drug store will generate more cars than a clothing or furniture store. Still, the group feels that the available 118 on-street spaces will be adequate for the small stores and offices, provided commuters are restricted from parking in the area, and provided that employees of the Roughan Hall offices park in the garage or on the vacant lot.

Former Charlestown High School

In addition to the development taking place around City Square, a major project is soon to begin on Monument Square. Graham Gund Associates are renovating the old Charlestown High School into 44 apartments. A parking lot with 40 spaces is to be provided in back of the building. The Boston Zoning Code requires .9 parking spaces per dwelling unit for this project. Therefore, the 40 spaces provided meet the legal requirement of residential parking for this project. It is doubtful, then, that any on-street parking would result from this development.

Schrafft's

Finally, the redevelopment of the Schrafft's candy factory in the Sullivan Square area is a major project, probably, outside of the Navy Yard, the largest that Charlestown residents can anticipate in the next few years. The building is being rehabilitated by The Flatley Company of Braintree for 'high-tech' tenants; offices and light manufacturing. The developer plans to provide 800 parking spaces on the site. The Boston Zoning Code standards vary for a project such as this, as the number of parking spaces to be provided depends on the density, or Floor Area Ratio, of the development, but the group feels that these 800 spaces will meet minimum standards.

Reuse of the vacant Garden site and the Schrafft's building may increase traffic flow and parking demand.

In general, the group believes that the impact of these new developments on parking will not be as severe as has been anticipated. Concerns were expressed to the group that, even if the new projects provided enough parking to satisfy the Boston Zoning Code, that these standards would not be adequate. However, a traffic engineer consulted by the group affirmed that the Boston parking standards for residential uses, our primary concern here, are adequate. It was his opinion that, while ideal planning standards for parking are often higher than the Boston zoning requirements, Boston is not the

average city in that fewer of its residents own cars than in other American cities. Therefore, he felt that the standard of 0.9 spaces per dwelling unit used for calculating the parking requirements for the projects in the City Square area are appropriate.

Impact on Traffic

Much concern has been expressed about traffic congestion in the City Square area, particularly during rush hours, which led the group to make estimates of how many additional vehicle trips will be caused by the new developments. Traffic congestion can be measured by trip generation studies, which measure the average number of trips made during the day either to or from a house, condominium, or business. These studies show the number of trips made per dwelling unit, per number of employees, or per floor area of a building for all types of land uses, so that it can be determined how much traffic will be generated, or caused, by a new development. The group obtained this information from the Trip Generation Manual and the Transportation and Traffic Engineering Handbook of the Institute of Transportation Engineers.

Residential Traffic

According to calculations, there will be 157 new condominium units in the City Square area. According to the Trip Generation Manual, each of these units is estimated to cause an average of 5.2 vehicle trips per day. These units would then create a total of 816 trips per day. In addition, there will be 18 new apartments, which generate a slightly higher number of trips than do condominiums, an average of 6.1 trips per day. The average total number of trips for these apartments would be 110. While exact figures were not available for the type of elderly housing to be built in Charlestown, it is clear that elderly housing does create fewer trips per day than do other types of dwellings, around three. The St. Mary's project could generate around 360 trips per day. Therefore, the total number of trips per day for the residential uses being built near City Square could be 1,286.

The apartments planned in the old Charlestown High School could also generate 6.1 vehicle trips per unit, which would result in an additional 268 vehicle trips per day. When this figure is added to the residential total for City Square, the new total becomes 1,554. The High School project could cause additional problems, given the narrow side streets leading to its parking lot.

Commercial Traffic

To the number of daily residential vehicle trips would be added the number of trips generated by the retail and office developments. There is insufficient information for the group to calculate exact numbers for these projects, but we can estimate that Roughan Hall could generate an average of 12.3 trips per 1,000 square feet of offices, or 369 trips per day. The number of trips generated by different types of retail stores vary greatly. A supermarket could generate 2,134 trips per day, a savings bank, 1,037, an insurance company 196, or a convenience store, 9,818 trips per day. These numbers are likely to be high. The ITE Handbook cautions that many patrons of a new store will be part of already existing traffic, and will not be generated as new traffic by the new retail use.

For the Schrafft's building, if a figure of 12.3 trips per 1,000 square feet is used, the number of daily trips is estimated at 7,001. Given the building's location on the periphery of Charlestown, it is doubtful that much impact will be felt in the central Charlestown area. Also, the proximity of the Sullivan Station MBTA stop will likely reduce the number of people who drive to work.

TABLE 1

PARKING REQUIREMENTS

PROJECT	SIZE	PARKING PROVIDED	PARKING REQUIRED (Boston Zoning Code)
St. Mary's School	120 units	9 spaces	24 spaces
Courtyard Condo.	82 units	garage - 90 spaces	74-82 spaces
Charlestown Crescent -residential	93 units	garage - 80 spaces	68 spaces
-commercial	17,000 sq.ft.	on-street	variable
Roughan Hall	30,000 sq.ft.	30 spaces-leased	variable
Charlestown H.S.	44 units	40 spaces	40 spaces
Schrafft's	570,000 s.f.	800 spaces	variable

TABLE 2

TRAFFIC IMPACTS OF NEW PROJECTS

PROJECT	RESIDENTIAL TRIPS/DAY	COMMERCIAL TRIPS/DAY	TOTAL TRIPS
St. Mary's School	360	0	360
Courtyard Condo.	426	0	426
Charlestown Crescent	500	195-9,818	695-10,318
Roughan Hall	0	369	369
Charlestown High School	268	0	268
Schrafft's	0	7,001	7,001

(Estimates based on figures found in Trip Generation Manual and Transportation and Traffic Engineering Handbook, Wolfgang S. Homburger, editor. Prentice-Hall, Inc., Englewood Cliffs, N.J., second edition, 1982)


COURT-YARD CONDOS
CHARLES-TOWN CRESCENT
SAINT MARY'S
CHARLES-TOWN CRESCENT
ROUGHAN HALL
HARVARD SCHOOL
HARVARD SQUARE
JOHN HARVARD MALL
HARVARD SQ
HARVARD PL
MUNICIPAL COURT
POLICE STA
CITY SQUARE
FITZGERALD EXPRESSWAY
WASHINGTON STREET
PRESCOTT STREET
HARVARD STREET
WINTHROP STREET
MAIN STREET
PARK STREET
JOINER STREET
CALL ST
HENLEY
HURDS LANE
ROUGHAN RD
CHELSEA
AVENUE
2579
2578
2611
2610
2608
2575
2649
2648
2653
2655

REAL ESTATE TRENDS

As residents are well aware, the increasing desirability and prices of real estate in Charlestown is another issue facing residents in the late 1980's. It is clear to anyone reading real estate advertisements in the Boston Globe or in the Charlestown Patriot that housing prices are rising rapidly. It would be difficult to obtain a house or a condominium for under $70,000, whereas the median value of a house in Charlestown as reported in the 1980 Census was $37,000. The group was unable to obtain current figures for median home prices in Charlestown, but a 1984 study on condominiums done by Emily Achtenberg for the City of Boston showed that the median price for condominiums in Charlestown was nearly $75,000, which was well over the citywide median of $62,375.

Rental prices have also risen. Most two bedroom apartments listed in advertisements for Charlestown today are renting for at least $500 per month, and can go for as high as $700. Median rents are higher in Charlestown than in the City of Boston as a whole. In the first quarter of 1984, according to the Achtenberg report, the median rent paid in Charlestown was $551 per month, and $528 in the rest of the city. As with housing prices, rents have risen considerably since the 1980 Census was taken. The Census reports median rents of about $220 per month. It is interesting to note that both housing prices and rental rates are higher in Charlestown than in the City of Boston as a whole, indicating the desirability of the neighborhood and the high level of activity in the housing market.

Impact on Population

The sudden, swift increase in real estate prices cannot help but have some noticeable effects on the community. First, the characteristics of the population are likely to change. People whose families have always lived in Charlestown may be finding that they cannot afford to rent an apartment or to buy a house here, and so may be forced to leave the community. More affluent people, who can afford the prices and who want to live close to downtown Boston, will be moving into Charlestown. A second, related impact of high real estate prices is the corresponding increase in property taxes. As mentioned earlier, this can cause hardship for people who have lived in the same house for years, and suddenly find that, although the house is worth more, they must pay much higher property taxes. This often results in people moving from their homes sooner than they would have liked to, and thereby accelerates the pace of change in the neighborhood. People on fixed incomes are particularly affected by this problem.

Thirdly, more and more units are being converted into condominiums. The rapidly rising costs of real estate are making it harder for people to purchase a multi-family building, keep the apartments as rental units, and afford the maintenance costs. In order to make some profit, or to break even in some cases, owners are dividing up their buildings and selling the units. Until recently, Charlestown has not been as affected by condominium conversions as have other parts of the city, particularly the South End and Allston-Brighton. In fact, the 1984 study referred to above showed that condominium conversions in Charlestown represented only 0.7% of the activity in Boston as a whole. However, in the past two years, conversion activity has increased tremendously, a trend which is likely to continue in the coming years. This trend can result in a shortage of rental housing for less affluent people.

Impact on Density

An important effect of the high prices of real estate is the likely impact on density in Charlestown. Owners of buildings are not only converting apartments into condominiums to improve the return on their investment, but when possible, they increase the number of units in a building as well. A brick townhouse on Monument Square suddenly contains four condominiums. A two-family home may be renovated with a studio or one-bedroom added in the basement or attic, or both. While this practice has not been prevalent until the last year or two, it is likely to occur more frequently in the near future. The number of dwelling units and the population of Charlestown will be increased slowly and in small increments by this type of development. Over the long run, the increases in population resulting from these changes in density of the land use could prove to have more of an impact on the residential areas than the larger, more visible projects that are currently under construction.

Impact on Traffic and Parking

The increase of density in Charlestown's residential neighborhoods will have significant impacts on traffic and parking in these neighborhoods. Although Boston, because of its high density, is likely to have fewer cars than other large cities, it is clear that if the number of people living in a given neighborhood increases, then the number of cars is also likely to increase. The problem is exacerbated by the parking standards relating to condominium conversions set forth in the Boston Zoning Code, Section 8-7, which states that after a conversion, off-street parking must meet not less than one-half of the requirements of the code as set forth in Section 23. Therefore, the parking standards for the conversion of existing dwellings to condominiums are more lenient than are the standards for new construction. It can be argued that this standard is established to reflect the actual conditions in the City of Boston, where much of the housing was constructed before widespread reliance on cars began, on small lots with little or no room to accomodate off-street parking for one car, let alone for three or four. However, the standards as written leave the residents very little means of control over an influx of cars into their neighborhood.

It can be seen, then, that the real estate boom in Charlestown which is causing prices to rise so quickly does not benefit everyone. People who can no longer afford the higher rents or purchase prices, or the property taxes on these houses may find that they will need to move from their neighborhood. In addition, the increased number of cars caused by the increasing density in the residential neighborhoods will, over the long term, affect all the residents of these neighborhoods.

VACANT LAND PARCELS

Vacant land parcels pose another potential threat to the desire of Charlestown residents to alleviate the traffic and parking problems of the neighborhood. There are many vacant land parcels, some owned by private concerns and some owned by the Boston Redevelopment Authority. While most of these parcels are not scheduled for immediate development, they could at any time become the focus of attention for this purpose. Poorly planned use of these parcels by private or public concerns can cause or aggravate parking and traffic problems in Charlestown.

If office or residential development of now-vacant parcels is not accompanied by adequate facilities to accomodate an influx of automobiles into the area, the effect on local traffic and parking can be dramatic. Re-use of the Schrafft's site, for example, will certainly be accompanied by employees' automobiles, thereby increasing traffic in the Neck area. Likewise, development of land that is currently vacant may increase traffic and parking demand in Charlestown. Therefore, with development of these sites, parking demand and traffic congestion can rise significantly as the density of office and residential units increases.

A list of the vacant parcels of over 20,000 square feet is provided in Appendix 2.

There are five principal facets to the issue of the usage of vacant land parcels in Charlestown. They are:

1) Who owns the land (in particular, whether a private owner or public agency),

2) The size of the parcel,

3) Community input into the decision-making process on how the parcel is used,

4) Allowed uses of the parcel as established in the zoning code, and

5) Acknowledgement by developers and city officials of the potential effect of development on the community.

Parcel Ownership and Designation

For the purpose of this report, there are two ways to categorize vacant land parcels, by size and by ownership. As regards size, this study was concerned with those parcels larger than 20,000 square feet, since development of any parcels smaller than that would be unlikely to bear significantly on traffic and parking in Charlestown. The parcels can be divided by ownership into two groupings, those owned by private concerns and those owned by the BRA for its Urban Renewal Program.

The BRA has had a considerable amount of discretion to make parcel designation decisions. Typically, these decisions are authorized on the recommendation of a single official, the Charlestown project director, based on the Boston Urban Renewal Plan, which was established in 1965. While there is generally some effort made to notify Charlestown residents of parcel designation decisions, such efforts may fall short of the community's need for review of a given project. It is therefore advised that the community and the City of Boston apply efforts towards creating a formal mechanism that would institutionalize a role for community groups and residents to take part in parcel designation and development decisions.

Community Input

According to those interviewed, it is more difficult for community residents to have an influence over the development of privately owned land than it is to take part in decisions on BRA-owned land. By its nature as a government agency, the BRA must be more responsive to the demands of the public, whereas private property owners are only subject to the laws and ordinances in the lawbooks. While private developers and property owners are sometimes flexible enough to consider community interests before beginning construction, the BRA is more likely to yield to a community's wishes. Without a formal process for initiating and allowing follow-up on community input into land use decisions, however, such access to decision-making is difficult to obtain.

Community input into how land is used is certainly a worthwhile goal for community groups. In the case of Charlestown, such input into decisions on how vacant land will be used has often been stymied by a lack of clear, formal process through which such input can be channeled. This lack of a formally recognized process has offered a great deal of discretion to certain bureaucratic bodies and individuals to make decisions that run counter to the wishes of Charlestown residents.

Zoning and Vacant Land

Another direction by which Charlestown residents may approach the use of vacant land by private or public owner is to seek strict enforcement of the existing zoning code or, when this avenue is inadequate, to petition for new zoning standards. Though often a time-consuming process, the passage of new zoning ordinances can limit the uses of land to protect a neighborhood from unwanted development and its residual effects.

The zoning code in Charlestown is broken down into the following land uses:

H1 (Residential)
B1,B2 (General Business)
I2 (Heavy Industrial)
M2 (Light Manufacturing)
W2 (Waterfront Industrial)

The vast majority of the neighborhood is residential. For further information on zoning, see Appendix 3.

Vacant land parcels comprise an important element of the future of traffic and parking in Charlestown. Community control of the uses of vacant land in the neighborhood can offer a tremendous safeguard against traffic and parking problems. It can also provide the extra benefit of preventing inappropriate development that could harm the character of the neighborhood. Input into decisions on development, whether on the designation of vacant properties to developers or on land uses, through a formalized neighborhood planning process or through zoning restrictions, can give the residents of Charlestown advantages and opportunities they currently lack to preserve the neighborhood in accordance with their wishes.

Charlestown's success in combining their efforts to fight the construction of a proposed asphalt plant in the spring of 1984 indicates that it is possible for residents to succeed in constructively protecting the community's interests.

SECTION 3:

Recommendations

RECOMMENDATIONS

The Tufts Study Group offers the following recommendations to the members of the Charlestown Citizens for Rational Development and the community as a whole on how to approach the formidable problems facing the neighborhood. The specific recommendations are divided into eight categories of proposals:

1) Enforcement of new and existing parking policies by the Boston Traffic and Parking Commission (BTPC);

2) Specific recommendations for actions to be taken by the Boston Traffic and Parking Commission to implement, as follows:

   --No parking across from the median strip on Austin St. from the intersection at New Rutherford Avenue,
   --Parking meters in Thompson Square and around Roughan Hall after construction there is completed,
   --Placement of two-hour parking meters on the inner perimeter of Monument Square,
   --Further study of reversing the direction of traffic on Monument Avenue from the monument to Warren Street, in order to discourage truck traffic;

3) The implementation of a Residential Permit Parking Program (RPPP), in all areas of the neighborhood except where there are parking meters and Austin Street, to be in effect to prevent morning commuter parking, strictly enforced;

4) Address the problem of building subdivision, the addition of units to existing multi-family structures, and the approval of zoning variances for this purpose, by taking advantage of the citizen input opportunities (see Appendix 4);

5) Monitor the designation and use of vacant land parcels in Charlestown, particularly with respect to the impact of proposals on traffic and parking, and whether they meet zoning requirements (see Appendix 3);

6) Application of the Interim Overlay System to allow for a comprehensive review of the zoning code in Charlestown and to permit greater community involvement in land use decisions, (see Appendix 3);

7) Institution by the City of Boston of an official community participation policy to enable citizen groups to participate directly in decisions affecting their community, such as the designation of vacant land parcels by city agencies and the uses of the parcels. Such policies have been put into effect by the City Council of Atlanta, Georgia, and by resolution of the City Council and Mayor of Minneapolis, for example, and could be pursued in Boston;

8) Consultation by Charlestown Citizens for Rational Development with the Community Participation Office of the City of Boston, and with the District City Councillor for Charlestown (see Appendix 4).

Ultimately, the potential exists for Charlestown to remain and grow into a vibrant, rejuvenated community, diverse in its residents, but preserving the character for which it is famous. Such potential will not be made real without significant effort on the part of neighborhood residents and cooperation of the appropriate city officials and political representation. The forces facing Charlestown are complex and subtle, such as the national economy, real estate trends, housing and office expansion, and local development and parking

circumstances. Without a doubt, solutions exist to the problems facing the neighborhood, but such solutions will not be put into effect until the community and the city take the initiative toward concerted action through the means listed above.

Cars parked at bus stops illustrate enforcement problems.

SOURCES

(1) 1980 Census Report, Bureau of the Census, 1980.

(2) "50,000 Spaces Add Up to Not Nearly Enough", Jonathan Kaufman, Boston Globe, March, 1985, p.1, col. 1.

(3) Planning With Neighborhoods, William M. Rohe and Lauren B. Gates. Chapel Hill, N.C.: University of North Carolina Press, 1985.

(4) "Preserving Affordable Rental Housing in Boston: An Analysis of Recent Market Trends and Regulatory Policies", Emily Achtenberg, 1984

(5) "Resident Sticker Program", City of Cambridge Department of Traffic and Parking, Cambridge MA.

(6) Transportation and Traffic Engineering Handbook; Wolfgang S. Homburger, editor. Institute of Transportation Engineers, Prentice-Hall, Inc., Englewood Cliffs, N.J., second edition, 1982.

(7) Trip Generation Manual, Institute of Transportation Engineers; Prentice-Hall, Inc., Englewood Cliffs, N.J., third edition, 1982.

(8) "Understanding Charlestown's Traffic", Central Transportation Planning Staff Report, October, 1980.

INTERVIEWS

The Tufts Study Group conducted interviews with the following people:

Councillor Robert Travaglini, Boston City Council
Arthur Reilly, Boston Redevelopment Authority
Lucy Sims, Boston Redevelopment Authority
Richard W. Loring, Boston Traffic and Parking Commission
Thomas Lisco, Central Transportation Planning Staff
Ronald Geddes, Betty Gibson Associates
James Adams, Tontine Crescent Associates
Gloria Conway, Charlestown Patriot
Karl Erickson, Charlestown Preservation Society
Lucy Ferullo, Office of Community Participation
Robert Lepore, TAMS Associates
Jack Whelan

APPENDICES

LICENSE PLATE SURVEY

Main- Winthrop to Park to Winthrop

Wednesday, 23 January, 1985 (9:15 A.M.):

License #	Residence
633-HNO	Everett
290-DRX	Charlestown
980-MJR	Everett
Maine	
409-ENK	Marshfield
627-529	Hull
831-070	Charlestown
177-712	Arlington
847-DLS	Charlestown
303-HNS	Everett
322-GIP	Billerica
N. Hampshire	
880-BIW	Medford
914-INF	Everett
612-IAR	Southwick
501-JZM	Winchester
LUV YA	Charlestown
499-KMS	Sudbury
595-414	Lynn
801-JBD	Charlestown
187-295	N. Weymouth
807-HJD	Stoneham
720-MWB	Swampscott
746-067	Billerica
681-KGA	Medford
422-AKL	Medford
170-NJP	Somerville
139-HYP	Malden
156-959	Carlisle
328-FAY	Reading
841-FJM	W. Newton
967-GRF	Hingham
789-DCB	Norwood
New York	
749-IGC	Somerville
887-EMR	Pembroke
BB Oil	Charlestown
871-JHM	Medford
475-404	Wayland
634-097	Bradford
717-DAH	Randolph
615-770	Charlestown

Thursday, 24 January, 1985 (6:30 A.M.):

License #	Residence
851-HX	Billerica
633-CTR	Newburyport
New Jersey	
422-COB	Saugus
841-JFM	W. Newton
720-MWB	Swampscott
633-BAR	Worcester
831-070	Charlestown
847-DLS	Charlestown

Thursday, 24 January, 1985 (9:15 A.M.):

License #	Residence
170-NJP	Somerville
894-564	Worcester
205-DXZ	Marblehead
303-HNS	Everett
112-849	Charlestown
Maine	
831-070	Charlestown

914-INF	Charlestown
518-GSK	Medford
290-DRX	Charlestown
187-295	N. Weymouth
501-JZM	Winchester
332-GIP	Billerica
627-529	Hull
139-HYP	Malden
Connecticut	
595-414	Lynn
801-JBD	Charlestown
746-067	Billerica
717-DAN	Randolph
422-COB	Saugus
607-INW	S. Boston
822-BPL	Watertown
879-BKG	Everett
A/D89-119	Boston
862-CCS	Charlestown
720-MWB	Swampscott
612-IAR	Southwick
701-CJP	Bedford
545-GKY	Plymouth
845-JGI	Allston
110-BGZ	Stoneham
878-HSE	Townsend
422-AKL	Medford
819-JZI	Stoneham
967-GRF	Wakefield
387-IOM	Everett
616-311	Reading
156-959	Carlisle
387-HXP	Arlington
A/A12-126	Revere
615-770	Charlestown
N. Hampshire	
701-DVD	Everett
Connecticut	
642-072	Dorchester
880-BIW	Medford

VACANT LAND PARCELS

List of Vacant Parcels:

Private--Sugar Factories

Revere Sugar
333 Medford St.
7 Parcels 1,086,342 sq.ft., 25 Acres, approx.

American Sugar
425 Medford St. 48,965 sq.ft.

American Sugar
445R Medford St. 839,808....Total 888,773 sq.ft., 21 Acres

Private--Vacant

Joseph Abron, Trustee
MC Realty Trust
414 Rutherford Ave 94,102 sq.ft.

Boston Paper Board Corp.
34-40 Roland St.
2 Parcels.....38,377 sq.ft.

Jeffrey Bullen
Shipyard Quarters Trust
1103 9th St
4 Parcels.....259,911 sq.ft.

Catalano Brothers
Mass. Corp.
41 Warren St. - Owner's Address
Terminal St. Extension - Lot Address
2 Parcels.....72,354 sq.ft.

Charlestown Commerce Center Assn.
Mass. LPS
30 Terminal St. - Owner's Address
Terminal St. Rear (NES).....22,388 sq.ft.

Economic Development Industrial Corp.
of Boston
18 Tremont St., Boston - Owner's Address
Rutherford Ave--SWS Rear....2125 sq.ft.
Rutherford Ave--Parcel 2162-025...181,210 sq.ft.

Manuel Ginsberg
Box 492
Charlestown - Owner's Address
Rutherford Ave--SWS R (2 Parcels)....79,874 sq.ft.

Schiavone Realty CP Lessee
60 R Terminal St.
Parcel #22230.....519,235 sq.ft.

Thompson Green Condominium Trust
James Adams Trust
102 Main St. - Owner's Address
Parcel #3778.000.....23,263 sq.ft.

Tuohy Patricia A Trust
Auction Realty Trust
300 Babcock
Boston, MA - Owner's Address
Cambridge SES - Lot Address
Parcel #2151-000....35,380 sq.ft.

U.S. Gypsum Corporation
Illinois Corp.
101 S. Walker Dr.
Chicago, IL 60606 - Owner's Address
Right of Way, NW Corner
Right of Way, Mystic River
Parcel #2755-001.....31,260 sq.ft.

U.S. Gypsum Corp.
101 S.Walker,Chgo. - Owner's Address
190 Terminal St. - Lot Address
Parcel #2755-003....77,271 sq.ft.

Waldfogel Morton S. Trust
Edward J. Gilden Trust
Gil Wal Realty Trust
490 R Rutherford Ave
Parcel #2162-080....77,035 sq.ft.

BRA-Owned Parcels - All Lot Locations

Street A, Rutherford Ave
Parcel #2165-000....591,786 sq.ft.

Main SWS Corner, Baldwin, Rutherford
Parcel #2595-000....43,490 sq.ft.

Medford NES thru to Terminal, Little Mystic Channel
Parcel #2735-000....510,559 sq.ft.

Medford NES E Cor SE, Terminal
Parcel #2736-000....64,320 sq.ft.

Terminal thru to Mystic Channel
Parcel #2737-000....126,497 sq.ft.

Terminal thru to Mystic Channel
Parcel #2738-000....147,505 sq.ft.

Chelsea SES Rear
Parcel #3505-000....7,065,430 sq.ft.

Chelsea SES Little Mystic Channel
Parcel #3510-000....1,343,826 sq.ft.

Chelsea SES R thru to Boston Harbor
Parcel #3515-000....2,320,924 sq.ft.

Chelsea SES
Parcel #3515-010....230,251 sq.ft.

Union NWS thru to Austin
Parcel #3850-000....35,291 sq.ft.

Austin SES S Cor, New Rutherford Ave, Sandgrow Rd.
Parcel #3964-000....328,199 sq.ft.

Prospect St. NES
Parcel #2841-000....22,079 sq.ft.

53-71 Tremont St.
Parcel #2850-000....37,020 sq.ft.

Sandgrave Rd.
Parcel #3964-001....23,000 sq.ft.

Other Ownership of Large Parcels

Class CL State-3
Parcel #2350-000....39,385 sq.ft.

ZONING BOARD OF APPEALS PROCEDURES

Background

The first zoning code was instituted in 1924 and had no parking requirements. The present zoning code went into effect on December 31, 1964, though is has been ammended.

Charlestown Zoning Uses: Some Information

H1 Residential:

Apartments must have a floor area ratio of 1

There must be a 5000 sq. ft. minimum lot per dwelling

There must be 1000 sq. ft. for each additional unit

Open space requirements

Parking requirements: .9 spaces per unit, with conditions

B1,B2 General Business

I2 Heavy Industrial

M2 Light Manufacturing

W2 Waterfront Industrial

For more specific information consult Karl Erickson of the Zoning Sub-committee of the Charlestown Preservation Society, Dan Kovacevic, chairman of the Design Review Committee of the Charlestown Preservation Society, or Linda Bourque, Director of Zoning for the Boston Redevelopment Authority.

The Zoning Process

In the City of Boston, zoning is a legislative function, There is an eleven member Zoning Commission made up of appointees by the mayor. Eight of these are traditionally nominated by various professional and civic organizations, such as the Architectural Society, the Real Estate Board, a labor organization, and so forth. Three are appointed directly by the mayor.

To seek passage of changes in the zoning code for a particular area, as far as uses are concerned, the following process takes place:

Step 1 Any owner of property may petition the Zoning Commission, but there is the general expectation that the petitioner's property is affected by the issue in question.

Step 2 There is an announced public hearing at the Zoning Commission.

Step 3 The Zoning Commission's decision goes to the mayor's office, whereupon he has 3 options:

Option 1 The mayor signs the petition and it becomes effective immediately;

Option 2 The mayor does nothing, and it becomes effective in 15 days;

Option 3 The mayor hands the decision back to the Zoning Commission with objections. This veto can be overridden by 9 of the 11 commissioners.

The BRA staff serves as advisors to the Zoning Commission and makes recommendations to it. Sometimes it originates petitions.

Interim Overlay System

The Interim Overlay System is a newly instituted process for involving communities in decisions affecting development and zoning in Boston. It is an amendment to the zoning ordinance that allows for specific areas of Boston to be designated for study for up to two years. The intent of the system is for the BRA to determine the needs and problems of the area with the expectation of a report and recommendations for changes in the zoning for that area.

A second purpose is to require additional steps in the process of obtaining variances for site development. Proposals under the Interim Overlay System must be submitted to the BRA and any local citizen group for a ninety day review period. During this period these organizations may make recommendations to the Zoning Board of Appeals. The benefits of the Interim Overlay System are that it allows community groups to review development proposals and requests for variances on the zoning code, enabling them greater input into and control over development in their neighborhood.

For further information on the Interim Overlay system contact Mark Older of the BRA.

CITY OF BOSTON PROCEDURES AND CONTACT PERSONS

The following is a list of procedures and contacts to protest unwanted development construction in Charlestown:

To stop condominium conversion, dwelling subdivision, and unit addition to existing dwellings:

1) If work has begun on a building before the issuance of a permit, call the Department of Inspectional Services, 725-3311. They will send an inspector to investigate the site and issue a Stop Work order.

2) Prior to beginning work on a building, particularly the addition of units to dwellings, the following scenario applies: Any property owner seeking to add units to a building in Boston must go before the Zoning Board of Appeals to apply for a variance on the zoning code. This is because the zoning code requires an additional 1000 sq. ft. of land for each unit added to a building. The neighbors of the property are supposed to be notified about the appeal (variance request) hearing and given the date and time.

To attempt action to prevent variance approval:

Step 1 Notify other neighborhood residents of the hearing, and attend the hearing.

Step 2 If the Zoning Board of Appeals denies the variance, the case is settled. If the variance is approved, there is a 45 day period during which affected parties may appeal the variance approval.

Step 3 If this appeal is denied, the affected parties must bring the case to Superior Court.

For information on possible zoning code violations, call the City of Boston Building Department, 725-4722. For complaints about variances, call the Zoning Board of Appeals, 725-4776.

To contact the Office of Community Participation, call Lucy Ferullo at City Hall, 725-4000.

To contact the City Councillor, call Robert E. Travaglini, 725-4000.

To register requests for traffic and parking policy changes, write the Boston Traffic and Parking Commission, c/o Lisa Chapnick, Commissioner at One City Hall Square, Room 721, Boston, MA

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